

Magma Arizona Railroad

This 28-mile line is currently out of service. It is owned by BHP-Billiton and connected the Union Pacific Railroad and Copper Basin Railway at Magma with the BHP Superior Mine. This copper mine closed in 1995.

San Manuel Arizona Railroad

The San Manuel Arizona Railroad is a 29-mile line that went out of service in 2006. It is owned by BHP-Billiton and connected the Copper Basin Railroad at Hayden to a smelter at San Manuel. BHP Billiton is considering ways of allowing freight operations to continue on the line.

2.8 BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEMS

"ADOT Traffic Engineering Policies, Guidelines, and Procedures, March 2002," Section 1030, states that bicycles are permitted to operate on all state highways, including controlled access highways, except where an equally suitable route is available. Within the study area, bicycles are permitted to use all state highways except I-10.

According to the *Gila County Small Area Transportation Study*, "Bicycle and pedestrian facilities are limited within the County, and located almost entirely within local communities. The Tonto National Forest provides a number of hiking trails." These include trail systems in the Globe and Miami areas, such as the Ferndell Trail, East Mountain Trail, Icehouse Canyon Trail, Six-Shooter Canyon Trail, and Mill Creek Trail.

The on-going update to the Pinal County Comprehensive Plan fully incorporates the Pinal County Open Space and Trails Master Plan. Trail systems in the study area include the following primary regional trail systems in Pinal County, which were summarized from the Pinal County Open Space and Trails Master Plan (October 2007):

Arizona Trail

The Arizona Trail is a 790-mile non-motorized state scenic trail that hikers, bikers, and equestrians can use. The trail, which connects Utah and Sonora, Mexico, is divided into 43 separate segments. Pinal County will soon have all but three miles completed of the nearly 55 miles of trails needed to connect Oracle to the Gila River. Additionally, approximately 15 miles of new trail are needed from the Gila River north to the Tonto National Forest. Pinal County will continue to work with the Arizona Trail Association, BLM and the USFS to complete the trail.

CAP Canal

The CAP canal is a 336-mile-long system of aqueducts, tunnels, pumping plants, and pipelines constructed by the U.S. Bureau of Reclamation. As part of the planning effort for the CAP canal, the bureau has committed to maintaining a 20-foot recreation corridor on the downstream side of the canal (generally the south or west side). The intent of the CAP is to include a 10-foot-wide paved, non-motorized path. Pinal County has over 53 miles of CAP canal bank that is also used as a connection to the Maricopa County Regional Trail System.

Juan Bautista de Anza National Historic Trail

Established by Congress in 1990, the Juan Bautista de Anza National Historic Trail, administered by the National Park Service, preserves the corridor that Juan Bautista de Anza, commander of the Tubac Presidio, used to guide 198 settlers from Mexico to a mission in the San Francisco Bay area. This 1,200-mile trail follows the Santa Cruz River to the Pima villages along the Gila River, and then follows the Gila to its junction with the Colorado River. The intent of the trail within Pinal County is to provide a non-motorized historic recreational trail.

Great Western Trail

The Great Western Trail traverses the 4,455 miles from Mexico to Canada through five states—Arizona, Utah, Wyoming, Idaho, and Montana. The multimodal trail takes advantage of linking existing trails and roadways through BLM lands and 18 national forests. Connections to these trails were primarily established using existing or planned trails throughout Pinal county, and additional trail connections were found using natural drainage ways, such as washes and rivers, and primitive roads.

The *Pinal County Open Space and Trails Master Plan*, which is being incorporated into the *Pinal County Comprehensive Plan Update*, discusses community connections. Connections to key recreation areas are proposed in three areas. One connection establishes a corridor along the US 60 Scenic Byway within the Tonto National Forest, and the others would provide access to the recreational areas east of Kearny and northwest of the San Carlos Indian Reservation, including the proposed Tam O'Shanter climbing area.

2.9 PROGRAMMED (FUNDED) SHORT-TERM TRANSPORTATION IMPROVEMENTS

Programmed (funded) short-term transportation improvements are summarized in Table 2.19 from the *Arizona State Transportation Improvement Program, Fiscal Years 2008-2011*, the *Central Arizona Association of Governments Transportation Improvement Program, Fiscal Years 2008-2012*, and from local transportation improvement and capital improvement programs. Listed projects include major capacity, service, and infrastructure improvements.

ADOT 5-Year Program

Roadway improvements in the Arizona State Transportation Improvement Program, FY 2008-2011 include widening I-10 to three through lanes in each direction between I-8 and the Picacho Peak traffic interchange. I-10 is currently being widened to six lanes from Pinal Air Park to Tangerine Road. The Arizona Department of Transportation (ADOT) is studying long-term improvements for 41 miles of Interstate 10 (I-10), between Interstate 8 (I-8) at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana.

A number of projects are programmed on US 60. Near Boyce Thompson Arboretum State Park, a four-lane divided roadway using a new alignment is programmed in 2009. Construction of a passing lane is programmed from Oak Flat to Devil's Canyon. According to ADOT, the project on the Silver King Section (milepost 222 to 225) and the Town of Superior section (milepost 225 to 227) will be combined into one project. The roadway will be widened from a two-lane undivided to a four-lane divided section.